

## **1.0 Executive Summary**

The East Downtown Lincoln Study Area is 28 square blocks, generally bordered by “Q” and “G” Streets, and by 14<sup>th</sup> and 17<sup>th</sup> Streets. There are currently 4,337 parking spaces in the East Downtown area. The adjusted parking supply, discounting spaces not available to the general public and a practical capacity of 90%, was determined to be 3,411 spaces. The peak weekday parking demand was found to be 3,462 vehicles, netting an adjusted deficiency of 51 spaces.

The design event for Pershing Center is recommended at 700 attendees with 190 vehicles. This event occurs an average of once per week. A somewhat lesser demand (120 spaces) is projected in the future, if the site is made available for a new Bennett Martin Library.

A survey taken of the State Employees working in the downtown area revealed that 435 additional spaces would be needed to handle those employees working in the study area, who currently park outside the area. Similarly, a survey of federal employees working in the Federal Building projected that 182 additional spaces would be needed to account for federal employees working in the area, while parking outside over the next two years.

A parking survey of Children’s Museum patrons indicated that a peak parking demand of 75 vehicles was being satisfied outside of the study area.

The net parking demand for the study area was calculated at 4,158 spaces, which was distributed block by block within the east downtown area based on the number of employees/residents (long-term demand) and square footage of occupied commercial/service floor area (short-term demand).

The parking recommendations also reflect the recently adopted 2005 Lincoln Downtown Master Plan with particular attention given to the Catalyst Projects.

### **1.1 Recommendations**

1. It is recommended that a new parking garage be provided in the area of 14<sup>th</sup> and “Q” Streets in conjunction with redevelopment plans as recommended in the Catalyst Projects contained in the 2005 Lincoln Downtown Master Plan. The Catalyst Projects depicted in the 2005 Lincoln Downtown Master Plan would generate an estimated demand for 360 additional spaces.
2. The preliminary screening shows two potential garage sites, in blocks 17 and 18 each overlaid with a generally desirable footprint of 140 feet by 300 feet. Each site is discussed below in terms of its constraints, ability to serve the major parking generators, and its access and circulation. In each case the University demand is assumed to be satisfied by UNL facilities.
3. Block 17 - South side of “Q” Street between 13<sup>th</sup> and 14<sup>th</sup> Street:
  - a. This site provides the closest proximity to the parking demand from the Catalyst Projects and satisfies the highest current deficiencies.

- b. The estimated demand that could be captured by a public garage on this half-block is projected at 671 spaces in addition to the site-generated demand (~360 spaces).
  - c. The site is located outside of the stricter height constraints of the Capitol Environs District and would allow the City to pursue a private mixed use project on the site.
  - d. The site would likely result in more expensive and less efficient parking configurations if some existing uses are retained on the site.
  - e. The site could reduce land acquisition costs by sharing a site with the other land uses.
  - f. The site has great counter-clockwise circulation on the one-way grid system. Primary Entrances/ Exits to the parking would be best located along the mid-block area of “Q” Street to avoid conflicts with queues at adjacent traffic signals.
  - g. The site is in close proximity to the University Square and Que Place garages. They could compete with each other for parkers, primarily during special events and evening periods. Some shifting of monthly parkers and short term parkers could also occur.
4. Block 18 - South side of “Q” Street between 14<sup>th</sup> Street and Centennial Mall:
- a. This site is slightly more removed from the existing parking destinations and the projected Catalyst Projects and may require a skywalk to satisfy comfort and security concerns.
  - b. The estimated demand that could be captured by a public garage on this half-block is projected at 526 spaces in addition to the Catalyst Project development generated demand (~360 spaces).
  - c. The site is within the Capitol Environs District height limitation of 57 feet, which would limit the capacity of the garage on the footprint shown to approximately 600 spaces.
  - d. The site would likely result in more efficient parking configurations if existing uses are not accommodated on the site.
  - e. The site would increase land acquisition costs by requiring a site separate from the other land uses in the Catalyst Projects. This site could be used as a secondary garage site to satisfy demands that cannot be met on Block 17. Existing land uses could be provided similar space in the street level of a new garage.
  - f. The site has a limited and lengthy counter-clockwise circulation on the one-way grind system between 13<sup>th</sup> and 17<sup>th</sup> Streets. A connection along the west side of Centennial Mall between “P” and “Q” Streets as depicted in the Master Plan would relieve this concern. The Primary Entrances/ Exits to the parking would be best located along the mid-block area of “Q” Street to avoid conflicts with queues at adjacent traffic signals.
  - g. This site has greater separation from the University Square and Que Place garages. This avoids competition between public facilities for parkers and disperses the high traffic volumes in a wider area during peaking events.